

16. (NEW) A final drive to drive a vehicle wheel having a drive motor (1) having an axial extent not coaxially situated relative to a wheel axle and which via reduction steps (3, 11) drives a wheel which can be braked by a braking disk (15) situated within a wheel rim (12) of the wheel and appertaining actuation mechanisms, wherein said reduction steps (3, 11) are disposed directly adjacent and a brake disk (15) is placed between said drive motor (1) and said reduction steps (3, 11) and the axial extension of said drive motor (1) being limited by the brake disk (15) and an actuation mechanism (23) of said brake.

17. (NEW) The final drive according to claim 16, wherein a wheel bearing (13) for absorbing the wheel forces is situated radially outside a first reduction step (3).

18. (NEW) The final drive according to claim 16, wherein a wheel bearing (13) for absorbing the wheel forces is situated in the axial extension are of the said first reduction step (3).

19. (NEW) The final drive according to claim 16, wherein a mounting pad (6) of said drive motor (1) is situated on said reduction steps (3, 11) in the area of a active load line (7) of the wheel.

20. (NEW) The final drive according to claim 16, wherein the radial forces act upon a housing (4) of said drive motor (1).

21. (NEW) The final drive according to claim 16, wherein said drive motor (1) has an air gap and is an electromotor with an active length similar to the diameter of the air gap.

22. (NEW) The final drive according to claim 17, wherein a seal (8) is situated between a hub carrier (5) and the wheel hub (9) of the radial extension of the brake disk.

23. (NEW) The final drive according to claim 22, wherein a non-rotatably retained part (14) of a second of the reduction steps (11) is connected with a non-rotatably retained hub carrier (5) which is in operative connection with said wheel bearings (13) so that by attaching a non-rotatably retained part (14) of said second reduction step (11) with said hub carrier (5), said wheel bearing (13) is fastened upon said hub carrier (5).

24. (NEW) The final drive according to claim 16, wherein a wheel hub (9) has fins (15) which upon rotation of said wheel hub (9) set in motion the medium surrounding said wheel hub (9) and cools said brake (15) and/or said final drive.

25. (NEW) The final drive according to claim 16, wherein a drive motor (1) is hydraulically cooled.

26. (NEW) The final drive according to claim 16, wherein a ring gear (14) of the second reduction step (11), a non-rotatably retained hub carrier (5), a wheel bearing (13) and a seal (18) are combined to form one unit.

27. (NEW) The final drive according to claim 16, wherein an input shaft (2) of one reduction step (3) has a winding recess which upon rotation of said input shaft (2) delivers lubricant.

28. (NEW) The final drive according to claim 17, wherein an input pinion of the reduction step (3) is in intermeshing connection with said ring gear and at least two intermediate wheels.

29. (NEW) The final drive according to claim 17, wherein in that a wheel bearing (13) is designed as skewed bearing in 0-arrangement.